

# The Anchorage Amateur Radio Club News Bulletin

August, 1995

Anchorage Amateur Radio Club Newsletter  
Editor - Harvey Rookus, NL7DK

Vol. 24, No. 8

## Being Prepared for Emergencies: The Red Cross and the Health And Welfare of Alaskans

A presentation by the Anchorage Office  
of the Red Cross

August 4th, 1995

7 pm at the Atwood Center on the APU  
Campus - Second Floor

### *Inside*

Page 2 Club Info/Calendar

Page 3 Minutes of Board/General Meeting Highway Clean-up Radio Engineer

Page 4 FCC Letter

Page 5 Mobile Noise Reduction (Conclusion)

Page 6 HAMFEST September 30 / October 1, 1995

Page 7 Table Layout and Map to Location of Hamfest



**AARC GENERAL MEETINGS** are held on the first Friday evening of each month on the 2nd floor of Atwood Center, Alaska Pacific University Campus. The campus is located at 4101 University Drive and Bragaw St. Parking is available in the lot in front of the building. The meetings begin at 7:00 PM and visitors are always welcome! The AARC legendary raffle is open to everyone!

**AARC BOARD MEETINGS** are held on the 2nd Wednesday evening of the month in Room 104 of the Carr Gottstein Building on the APU campus. The meetings begin at 7:00 PM and are open to all club members and visitors.

**ANCHORAGE ARES NET** The Anchorage area Amateur Radio Emergency Services Net is held each Thursday evening at 8:00 PM on the KL7ON repeater on 147.3 (+.600). Net control is Lil Marvin, NL7DL and alternate NCS is KL7IO. The Westlink Amateur Radio report, Swap N Shop and the PARKA Net follow the ARES Net on the same frequency.

**THE KL7AA REPEATERS** sponsored by the club are as follows:

**KL7AA 146.94 (-.600) 100.0 or 141.3Hz** tone. Anchorage area \* + number for patch # to hang up. (3 min time limit)  
Patch on 0600 - 2200 daily, 0700 - 2359 Fri/Sat, 0700 - 2200 Sundays. Emergency antiodial enables 24 hrs a day. Emergency antiodial numbers (10 minute resettable timer)

911 for life or death  
912 Anch Police Dispatch  
913 AK State Trooper Dispatch

# hangs up Emergency members also  
**KL7AA 146.76 (-.600) 141.3Hz** tone Mt. Alyeska, and Girdwood areas.

**KL7AA 224.94 (-1.6) NO TONE** Anchorage area.

**KL7AA 444.70 (+5.0) 100.0Hz** tone Anchorage area. Patch enabled 24 hour a day. \* + number for patch # hangs up patch. (3 minute time limit) Emergency antiodial enabled 24 hours a day. (10 minute resettable timer).

911 Life or death  
912 Anch Police Dispatch  
913 AK State Trooper Dispatch

# hangs up Emergency members also.

A reminder that not only is using an Amateur phone patch system to bypass the Long Distance carrier illegal, it can also result in the loss of the entire phone patch system. Prefix's outside the Anchorage dialing area are disabled.

The repeater trustee is William Reiter, KL7TTL Doug Dickinson, KL7DCK is chairman of the VHF/UHF committee.

**KL7AA PACKET OPERATIONS** The KL7AA Packet BBS. Callsign of the PBBS is KL7AA-7 (ANCBBS). Callsigns of the multi-frequency switch are KL7AA-8 (AARC), KL7AA-7 & KL7AA-8, and operate on user frequencies of: 145.010 and 147.960 (147.960 is the statewide ADES provided backbone). Linking from 145.050, and 440.050 is provided through multi-frequency switches throughout the city. A landline port is available at 300-9600 Band, V32.bis compatible. Register w/Sysop Mel Saunders, AL7PB, at 349-4372.

**KL7AA** operates a ~~high~~ power Node switch on 145.01 from the Rabbit Creek area, with the callsign of KL7AA-1 (Anc), as well as a Node switch on the top of the Arco building in downtown Anchorage, on 145.050 KL7AA-5 (Anc5).

**KL7AA** also operates an HF Gateway with the callsign of KL7AA-10 (HF80) on 3.605 Mhz. This gateway has access to all local and statewide networks.

The AARC sponsors an Amateur <> Internet Gateway station, NL7NC-9 (AKGATE). This gateway is available from any of the local Node stations on 145.01, 145.05, 440.050, or 147.960.

A reminder that 147.960 is the State sponsored ADES backbone link connecting Fairbanks, Anchorage, Homer, Kodiak, and Juneau together. User access for keyboard to keyboard activity is best accomplished between 1600 and 2200 daily, during this time, the Packet BBS stations will hold off from heavy bulletin forwarding.

**ALL PBBS AND USER ACTIVITY IS SECONDARY TO EMERGENCY REQUIREMENTS OF THE ALASKA DIVISION OF EMERGENCY SERVICES (ADES).**

## CALENDAR

### AUGUST

**VEC Tests 2ND**

**AARC Meeting 4th**

**AARC Board Mtg 9th**

**SCARC Meeting 11th**

**VEC Tests 12th**

**VEC Tests 16th**

### SEPTEMBER

**AARC Meeting 1ST**

**VEC Tests 6th**

**SCARC Meeting 8th**

**VEC Tests 9th**

**AARC Board Mtg 13th**

**VEC Tests 20th**

### NOTE NOTE NOTE

If and when you move please be certain to Notify the Newsletter Editor and the Membership Chairman or you may not get your newsletter.

**The Anchorage Amateur Club Radio News Bulletin** is the monthly newsletter of the Anchorage Amateur Radio Club. Permission is granted for reproducing articles appearing in the Anchorage Amateur that do not indicate a copyright separate from the Anchorage Amateur Radio Club. Letters to the Editor and articles for publication should be submitted to Harvey Rookus, NL7DK, 3310 Checkmate Drive, Anchorage 99508. Telephone number (907) 333-4883. Articles and Notices for the paper should be typewritten or on IBM compatible formatted computer disks (5.25 or 3.5 inch). Graphic illustrations for articles are also welcome. Deadline is the 20th of each month.



## *From the Board Meeting by Susan Woods NL7NN*

The Board met on July 12th at APU at 7 pm. However we did not have a quorum so could not transact any formal business. We discussed many things and topics none of which will show up in the light of day. We finally quit talking about 8:30 pm and all went home. Better luck next month!!

### **HIGHWAY CLEAN-UP**

The Second Clean-up on the Potters Marsh portion of the Seward Highway took place on July 15, 1995. There was not a huge crowd in attendance, maybe some of you went to the Motley Picnic. That's ok too. The public seems to have helped abit, because the take was fairly small this time. Those who worked on the project were first and foremost: Arlene-KL7HO; Harley-KL7IZZ; followed by: Dave-WL7CDJ; Bill-KL7GM, with daughter-in-law Karen; Mike-KL7DZE; Harvey-NL7DK; Fred-KL7VC; Jana-NL7WV and Joan-WL7IB. A good time was had by all and many thanks to HO/IZZ for the goodies afterward. The prize was a bicycle plus rack found by Mike-KL7DZE. Thanks buys and gals from KL7HO and KL7IZZ.

The following from Harold Hitchens-KL7PG

This is from a long time Attorney friend who practiced Communications Law in Washington, D.C. some 40+ years ago.

"Justice Cordozo, in speaking of a settled rule of law he was about to overthrow, once observed, for the benefit of the losing lawyer, no doubt: "Certainly is illusion". As you can see, we lawyers can never be sure. I have therefor always envied the engineers their exact science. At least until a local consultant sent me his message as follows:

A RADIO ENGINEER is a person

who passes as an exacting expert on the basis of being able to turn out with prolific fortitude infinite strings of incomprehensible formula calculated with micromatic precision from vague assumptions which are based on debatable figures taken from inconclusive experiments carried out with instruments of doubtful reliability and questionable mentality for the avowed purpose of annoying and confounding a hopelessly chimerical group of esoteric fanatics referred to altogether too frequently as PRACTICAL RADIOMEN." (You might well substitute "RADIO AMATEURS" for the "PRACTICAL RADIOMEN") - Thanks Harold

### **AARC**

### **HAMFEST/FLEA MARKET**

**September 30th and October**

**1st**

**Saturday 10 am to 6 pm**

**Sunday 8 am to 3 pm**

**KINCAID PARK**

**ANCHORAGE**

**VEC TESTING**

**GOOD TIMES & FUN**

### **General Meeting as seen by**

- Harvey - NL7DK

We saw a very good job of 'Ad Libbing', performed by Gerianne-WL7RY, on July 7th 1995. By virtue of there being no Prez or VP, as Activities Manager, she became the top-dog of the AARC.

Gerianne did a great job with the entire program. We heard from 'Bootstraps of America', the fine job they are doing to get people off of welfare by 'helping people to help themselves.' We also heard what their needs are. The board will look into that portion. A short break was taken for refreshments and ticket buyers.

Then Gerianne introduced the Guest Speaker: "Gerianne-WL7RY. She gave us a fine presentation of 'How a net is set up for an event', who sets up these nets, and the many benefits that are derived from the Ham community for the sponsors of the many events helped.

Then there was a short talk on the possibility of expanding the Activity Manager's job to include several other people who be under the supervision of the Activity Manager. this would take lots of the pressure off of the one person now doing the job.

Last, but not least, was the drawing for the door prizes.

My final comment! Gerianne deserves a great round of applause for the fine job she did at the July meeting. THANKS! GERRI/NNE  
Editor



**FEDERAL COMMUNICATIONS COMMISSION**

Compliance and Information Bureau

2203 N. Lois Ave., Suite 1215

Tampa, FL 33607

June 13, 1995

Anchorage Amateur Radio Club  
2628 Turnagain Parkway  
Anchorage, AK 99517

Gentlemen:

The Federal Communications Commission (FCC) alone receives approximately 30,000 complaints per year of interference to home electronic equipment. Since it is not feasible for the Commission to attempt to resolve these complaints, it is our policy not to investigate interference to home electronic equipment. Likewise, we do not offer any protection from interference.

Interference to home electronic equipment is a major problem in the United States that the FCC must deal with in order for us to ensure communications excellence for the American Public. We are looking into the possibility of having the private sector become involved in resolving these interference problems. The Tampa Office of the FCC's Compliance and Information Bureau is undertaking a pilot project to determine the feasibility of such a program. We are now in the planning stages of the program and would appreciate your input. An overview of our initial thoughts is provided below:

**PROPOSED PLAN:**

1. We would solicit participation from local Electronic Repair Service organizations.
2. Training would be provided for resolving these kinds of interference problems. Training could come from the FCC, manufacturers, or industry associations, etc. Once a training course has been completed, the service shop could then be certified as qualified to provide interference protection to electronic equipment.
3. The FCC would include a list of qualified technicians with the self-help information we currently mail out in response to interference complaints.
4. As part of the program, if the service shop determined the interference could not be resolved by filtering and was caused by a violation of FCC Rules and Regulations, specific information would be provided to the FCC by the service shop. The FCC would then investigate the perpetrator.

If you would be interested in such a program or have any comments or recommendations for implementing such a program, please contact the FCC's Tampa Office. Please respond to the Federal Communications Commission, Compliance & Information Bureau, 2203 N. Lois Ave., Suite 1215, Tampa, FL 33607. Our phone number is (813) 348-1508, and our fax number is (813) 348-1581. FCC contacts for this program are Carol S. Johnson and Ralph M. Barlow.

Sincerely,

*Carol S. Johnson*  
Carol S. Johnson  
Public Affairs Specialist



## Mobile Noise Reduction (Continued)

First by grounding the hood on one corner near a hinge and see if it does any good. The formula, "It's enough is good, more is better, and too much is just right," doesn't apply to grounds. Sometimes if you ground a hood in two places the noise will increase because you have created a current loop. Small ground wires are not as good as big ones; the current density in a small ground wire can be so high that it will radiate and make things worse. That's why you see a long strip of sheet copper, rather than braid, used as a ground strap on some grounded electronic work benches.

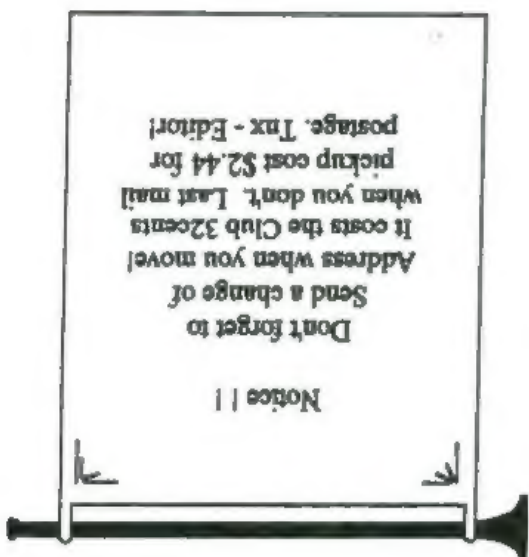
## From the beginning

The first thing to do in mobile noise reduction grounding is to take the ignition coil off. Scrape the paint off the contact points of the coil and mount a strap. Any wiring outside the engine can also cause a terrific amount of noise, so be sure your spark plug wires are in good shape. In the dark, observe the running engine and see if you can see any arcs. If you can, it's long past time to change the spark plug wires. If the ends of the wires fit loosely on the plugs and distributor cap connections they will arc and cause noise. Take the wires and slide the rubber covers back so you can get to the end and connectors (you may have to use some silicon grease).

Take an old spark plug and fit the end and connectors onto them so they are tight. I just smash them a little with a pair of pliers. (Spark plug connectors are made with a little dent in the middle that makes them keep on, but after they get there they become loose, and that's what you want to avoid.) Fit all the connectors on both ends of all the wires, and don't forget the one that goes to the coil. This will cut ignition noise a tremendous amount. If you will need more suppression spark plug wires, it's a coil wrapped around a magnetic plastic core. As a coil, half the noise voltage radiates forward and cancels itself. It also serves as resistance with.

You say that's not quite right—you want it perfectly quiet! Okay, measure the distributor and coil diameter, take your ruler and head for the supermarket, it's time to shield the whole works! What you want is a can that will fit over the coil and distributor. If other shoppers look at you kind of funny, tell them you always buy your beans by the inch. Then get some very thin or galvanized sheet metal to wrap around the spark plugs. Cut the sheet metal in a strip that's a little longer than the distance from the plug neck to the top of the plug. Then cut a piece that will wrap around the plug neck with enough overlap to solder. Cut another piece of sheet metal and wrap it around something like a broom handle or pipe, forcing it so that it's halfway between the diameters of the outside and inside of the plug neck, and solder it up the seam. Now when you force it on the plug it will stretch to go over the hat on the plug and make a tight fit. I force the sheet metal so it is a little bigger than the plug and then put it into a vice and square it to the right diameter, then solder it. Cut the vice open to go over the coil and distributor, making holes in the tops of the cans for the wires. Make a dozen or so cuts up the side of the cans so it can be squeezed tightly onto the coil and distributor with a hose clamp. Clean the paint off the coil where the cans fit. Be sure to get the cans far enough down over the distributor to reach the metal. You will probably have to cut it to fit around several things on the outside of the distributor. The half-inch braid is formed into a hollow tube and soldered to the holes and plug boots are going to have to go through the braid and holes, so be sure to make them big enough. When you are all finished you will have a metal enclosure that will completely eliminate all ignition noise, if you've used good solid braid.

Once the ignition enclosure is beaten all you may have is alternator whine, which may go out over the transmitter too! Batteries are a big capacitor, but not that big, so something must be done. The easiest thing I always do is the easy way first) is to run a separate power lead to the battery. Use a piece of coat and go to the battery with both sides. Connect the shield to the ground side and the center to the hot side through a fuse. I just use a big lug over the clamp and with another nut on that to hold it. If you have a GM car without regular battery terminal clamps, you have a problem. Cut the power line as close to the battery as possible. On one car that had clamp-on battery leads I drilled the battery terminals and put the



Thanks to World Radio for the above article!!

should do it. If it doesn't, then go bicycle mobile!

Domestics in dry weather you will have static build up acting to the ground from the tires. You can, with luck, get conductive springs to put in the front wheel! Incooper to ground them to the axle, and conductive powder to put in the tires to help ground them, or you could drag a ground strap. That

the light, etc. doesn't always make a good noise ground. Domestics in dry weather you will have static build up acting to the ground from the tires. You can, with luck, get conductive springs to put in the front wheel! Incooper to ground them to the axle, and conductive powder to put in the tires to help ground them, or you could drag a ground strap. That

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ANCHORAGE AMATEUR RADIO CLUB'S  
**HAMFEST 1995**

**\* \* \* DATE \* \* \***

**SEPTEMBER 30 & OCTOBER 1**

**\* \* \* TIME \* \* \***

**SATURDAY: 10 AM TO 6 PM**

**SUNDAY: 8 AM TO 3 PM**

**SETUP: SAT. 8 TO 10 AM**

**CLEAN UP: SUN 3 PM TO 6 PM**

**\* \* \* WHERE \* \* \***

**KINCAID PARK "OUTDOOR CENTER"**

**\* \* HOW TO GET TO HAMFEST \* \***

**GO 5 MILES WEST OF MINNESOTA AND RASPBERRY  
TO THE WEST END OF RASPBERRY**

**\*\*\*\*\* FLEA MARKET \*\*\*\*\***

**\*\*\*\*\* V.E.C. TESTING \*\*\*\*\***

**\*\*\*\*\* GOOD TIMES \*\*\*\*\***

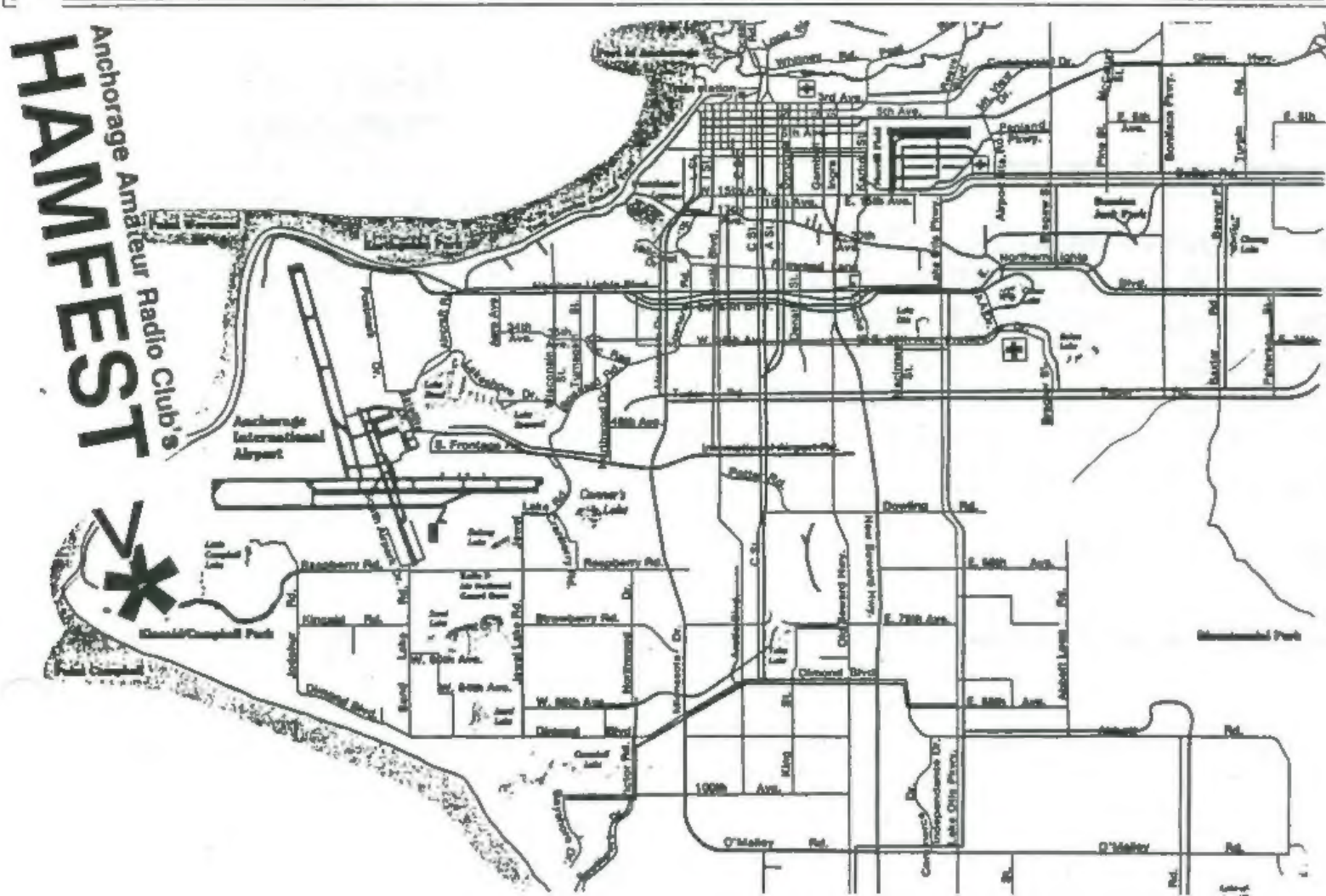
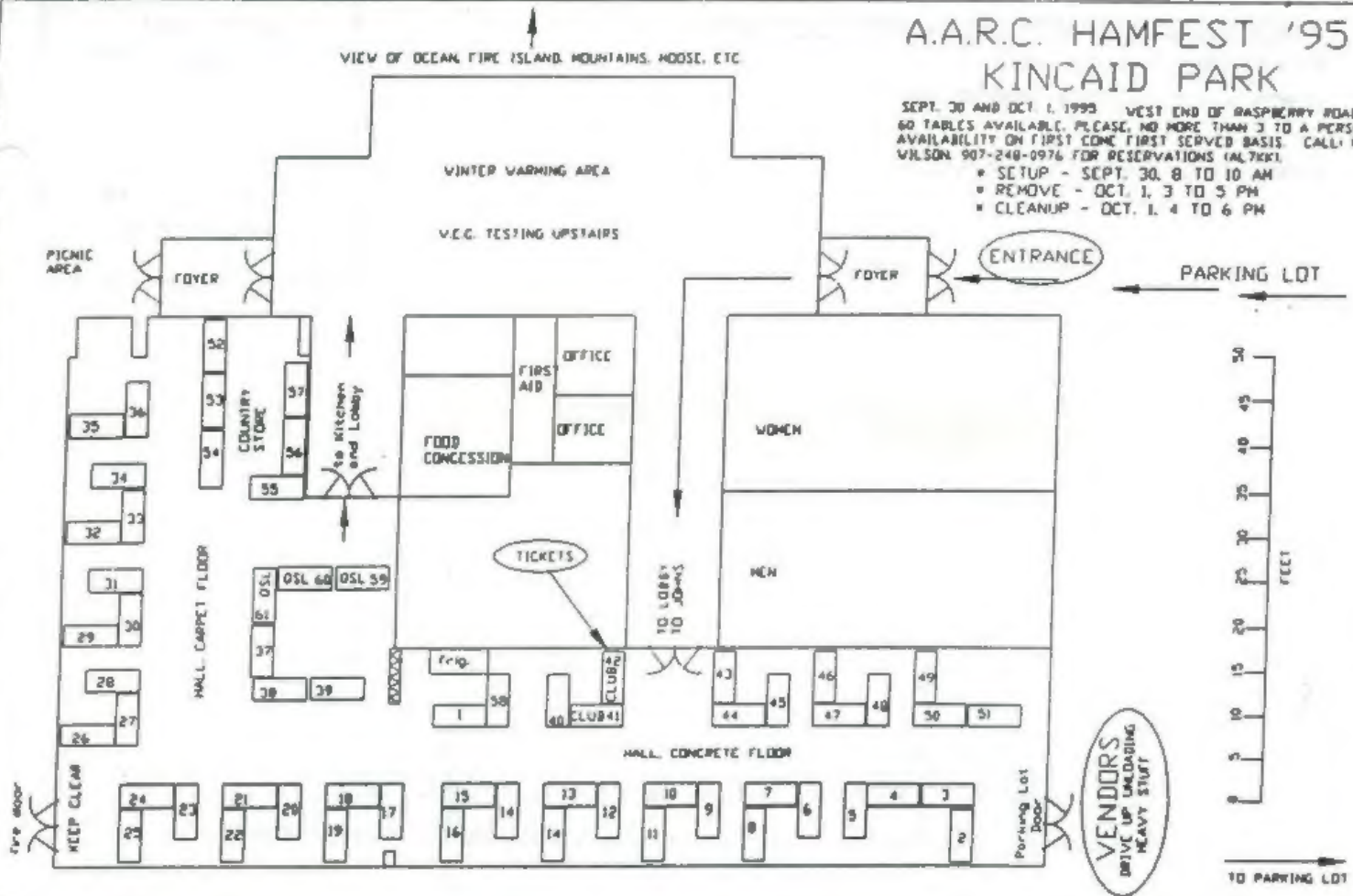
**\*\*\*\*\* FRIENDSHIP \*\*\*\*\***

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TALK-IN FREQUENCY 146.94, 147.30 AND 146.52 (simplex).**

**\* OPEN TO THE PUBLIC \***

# A.A.R.C. HAMFEST '95 KINCAID PARK

SEPT. 30 AND OCT. 1, 1995 WEST END OF RASPBERRY ROAD  
60 TABLES AVAILABLE. PLEASE, NO MORE THAN 3 TO A PERSON.  
AVAILABILITY ON FIRST COME FIRST SERVED BASIS. CALL: ROB  
WILSON 907-240-0976 FOR RESERVATIONS (AL7KKL)  
• SETUP - SEPT. 30, 8 TO 10 AM  
• REMOVE - OCT. 1, 3 TO 5 PM  
• CLEANUP - OCT. 1, 4 TO 6 PM





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**Program: Being Prepared For Emergencies  
The Red Cross and Health and Welfare of Alaskans  
August 4, 1995 at 7 pm Atwood Center APU Second Floor**

• **HENRY 3K-X CLASSIC LINEAR  
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